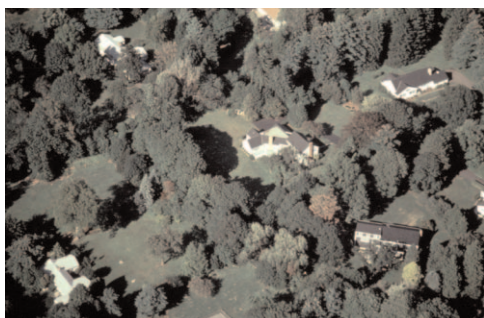


# LAND USE CATEGORIES

The following land use categories have been structured and defined so as to provide for and protect a suitable environment for residential, commercial, industrial, and recreational development and so as to promote the general welfare, health and safety of the community. These land use categories implement the policies laid out in the prior chapters and are employed in the official Master Plan Map to establish the general land use plan for the City of Stamford, pursuant to Section C6-30-3 of the Stamford Charter.

1. RESIDENTIAL—Very Low Density Single-Family
2. RESIDENTIAL—Low Density Single-Family
3. RESIDENTIAL—Low Density Multifamily
4. RESIDENTIAL—Medium Density Multifamily
5. RESIDENTIAL—High Density Multifamily
6. COMMERCIAL—Neighborhood Business
7. COMMERCIAL—Arterial
8. COMMERCIAL—Campus Office
9. DOWNTOWN—Collar, Mixed-Use
10. DOWNTOWN—Corridor
11. DOWNTOWN—Core
12. MIXED-USE—Overlay
13. MIXED-USE—Shorefront
14. INDUSTRIAL—Water-Dependent
15. INDUSTRIAL—General
16. OPEN SPACE—Public Parks
17. OPEN SPACE—Overlay



## **#1. RESIDENTIAL—Very Low Density Single-Family**

This category is intended to provide for and protect a suitable environment for single-family dwellings, as well as compatible uses (e.g., schools, houses of worship, clubs and institutions) as may be permitted by Special Exception being in general harmony with and supportive of very low density single-family neighborhoods. The great

majority of areas so designated are not served by public water supply and public sanitary sewer systems. Residential density shall not exceed one principal dwelling unit per acre, provided that conservation-oriented "clustering" (e.g., Conservation Subdivisions) utilizing reduced lot size are encouraged.

## **#2. RESIDENTIAL—Low Density Single-Family**

This category is intended to provide for and protect a suitable environment for single-family dwellings, as well as compatible uses (e.g., schools, houses of worship, clubs and institutions) as may be permitted by Special Exception being in general harmony with and supportive of single-family neighborhoods. Development on parcels less than one acre is permitted where the availability of public utilities, public road systems, and other essential public services and the density of existing development so warrant. Residential density shall not exceed six principal dwelling units per acre, provided that conservation-oriented "clustering" (e.g., Conservation Subdivisions) utilizing reduced lot size are encouraged.

## **#3. RESIDENTIAL—Low Density Multifamily**

This category is intended to allow the amenities of multifamily living in a single-family neighborhood setting. The category is intended to provide for and protect single-family dwellings and the least intensive of multifamily development (i.e., garden apartments or similar condominium-type units) as well as one- and two-family units on individual lots, and includes such other compatible uses (e.g., schools, houses of worship, clubs, hospitals and institutions) as may be permitted by Special Exception being in general harmony with and supportive of such multifamily neighborhoods. Residential density shall not exceed a total of 17 dwelling units per acre, or a total of 25 dwelling units per acre when exclusively for the elderly. A residential density bonus of 50 percent may be allowed by Special Exception, not to exceed a total of 25 units per acre, provided that (1) a substantial number of such bonus units are provided at below-market rates, and/or (2) the units are created in connection with the adaptive reuse of an historic structure.

## **#4. RESIDENTIAL—Medium Density Multifamily**

This category is intended to provide for and protect medium-density multifamily development. The category is appropriate to areas in transition from lower to medium-density use, or in areas characterized by a mixture of apartment, condominium, attached row house, or detached residential mid-rise structures, and such other uses (e.g., schools, houses of worship, clubs, hospitals and institutions) as may be permitted by Special Exception being in general harmony with and supportive of such multifamily neighborhoods. Residential density shall not exceed a total of 29 dwelling units per acre, or a total of 44 dwelling units per acre when exclusively for the elderly. A residential density bonus of 50 percent may be allowed by Special



Exception, with a total not to exceed a total of 44 units per acre, provided that a substantial number of such bonus units are provided at below-market rates.

#### **#5. RESIDENTIAL—High Density Multifamily**

This category is intended to provide for and protect existing high-density multifamily development in areas convenient to shopping, mass transit, and park and recreation facilities. New development can be accommodated in a variety of structures (by type and scale), and include such other compatible uses (e.g., limited ground floor commercial, schools, hospitals, houses of worship, etc.) as may be permitted by Special Exception being in general harmony with and supportive of such multifamily neighborhoods. Residential density shall not exceed a 108 units per acre, provided that below market rate units are included. A residential density not to exceed 125 units per acre may be provided for parcels developed for low or moderate-income elderly and/or disabled persons. Residential projects shall be subject to approval by the Zoning Board on the basis of compatibility with adjacent development, superior design, amenities for Downtown living and convenience to Downtown jobs and activities.



#### **#6. COMMERCIAL—Neighborhood**

This category is intended to provide for and promote pedestrian-scaled "Main Street" environments: (1) encourage a variety of retail, office, other compatible business and residential uses distinct from the most intensive Downtown development and also excluding auto-oriented retail permitted in Commercial-Arterial (Category #7); (2) be in a layout convenient to the abutting residential neighborhoods; (3) be serviceable by the capacity of existing arterial and mass transit systems; and (4) be characterized by small-scale development oriented to a "Main Street." Development within this category shall be at densities far below those allowed in Downtown (Categories #9, #10, #11), with bonuses subject to approval by the Zoning Board on the basis of (1) compatibility with adjacent residential areas, (2) superior design, (3) "Main Street" amenities, (4) pedestrian enhancements, (5) shared parking, (6) mixed-use development, (7) compliance with the goal of directing most commercial development to Downtown, (8) demonstration that the development will not adversely affect Downtown, and (9) compliance with design guidelines. Residential development within this category shall not exceed the permitted density of Residential-Low Density Multifamily (Category #3).



#### **#7. COMMERCIAL—Arterial**

This category is intended to provide for and protect business-oriented development (1) extending from the Downtown or (2) along major arterial routes. The category is intended to: (1) encourage retail and by Special Exception compatible uses (limited office and residential) distinct from the Commercial-Neighborhood (Category #6) and

Downtown (Categories #9, #10, #11) development; (2) be mindful of traffic, safety, and community design considerations with regard to the residential neighborhoods abutting; and (3) be serviceable by the capacity of existing arterial systems. Automotive uses and shopping centers shall be permitted subject to approval by the Zoning Board on the basis of (1) compatibility with adjacent development, (2) superior design, and (3) improvement of traffic safety or congestion conditions. Development within this category shall be at densities below those allowed in Commercial-Neighborhood (Category #6), with bonus subject to approval by the Zoning Board on the basis of (1) compatibility with adjacent uses, (2) superior design, (3) superior traffic management, (4) compliance with the goal of directing most commercial development to Downtown, and (5) compliance with design guidelines. Residential development within this category shall not exceed the permitted density of Residential-Low Density Multifamily (Category #3).

#### **#8. COMMERCIAL—Campus**

This category is intended to provide for and protect low-density specialized office parks (potentially including compatible Research and Development and industrial uses) not practical to other business areas. Such development may be permitted to locate on substantial sites, "suburban" in nature, subject to approval of the Zoning Board. Development within this category shall be at densities far below those allowed in Downtown on the basis of (1) compatibility with adjacent uses and residential areas, (2) superior design, (3) superior traffic management, (4) compliance with the goal of directing most commercial development to Downtown, and (5) compliance with design guidelines.

#### **#9. DOWNTOWN—Collar**

The purpose of this category is to provide an orderly transition from the two more-intensive Downtown Core and Corridor areas (Categories #10, #11) to adjoining neighborhoods and areas; and to provide areas in which Downtown can expand without diluting the vitality of its Core or Corridor areas. Intended is a full array of retail, office, cultural, recreation and residential uses serviced by mass transportation and integrated pedestrian access systems, always at grade, enhanced by up-to-date lighting, seating, planting, signage, etc. Conservation and preservation of those existing elements of the district having significant architectural or historical value should be encouraged. All new construction and façade renovation in the Downtown Collar should be subject to review based upon land use and urban design standards designed to promote the objectives set forth herein. Development will be at a significantly lower density than in either the Downtown Corridor or Downtown Core (Categories #10, #11), except at the Transportation Center and in connection with Category #12. Development north of Hoyt Street should be low-scale relative to the rest of the Collar area, encourage the preservation of historic "house-like" buildings,





with no additional development retail on Bedford Street. Throughout the Collar area, development should further the policies and design criteria of the Urban Design report or any formally adopted design guidelines, and consider such factors as: (1) compatibility with adjacent residential areas, (2) superior design, (3) public amenities, (4) pedestrian enhancements, (5) proximity to mass transit and (6) shared parking. Residential development within this category shall not exceed the permitted density of Residential-High Density Multifamily (Category #5), except in the immediate vicinity of the Transportation Center.



#### **#10. DOWNTOWN—Corridor**

This category is intended to provide for and protect a high-value district for offices primarily, and other compatible uses (e.g., residential, hotel). Pedestrian circulation, particularly through the Corridor and to the Core (Category #11), Collar (Category #9) and Transportation Center, shall be a priority design consideration. Conservation and preservation of those existing elements of the district having significant architectural or historical value should be encouraged. All significant new construction should be subject to review based upon land use and urban design standards designed to promote the objectives set forth herein. The Downtown Corridor is one of the two most intensive development areas in the city. Commercial floor area bonuses, where authorized, should further the policies and design criteria of the Urban Design Report or any formally adopted design guidelines, and consider such factors as: (1) compatibility with adjacent residential areas, (2) superior design, (3) public amenities, (4) pedestrian enhancements, (5) proximity to mass transit, (6) shared parking and (7) mixed-use development.

#### **#11. DOWNTOWN—Core**

This category is intended to provide for and protect an intensive, pedestrian-oriented mixed-use district. Intended is a full array of retail, office, cultural, recreation and residential uses serviced by mass transportation and integrated pedestrian access systems, always at grade, enhanced by up-to-date lighting, seating, planting, signage, etc., to assure a desirable mixing and interaction of people and activities. A variety of scale and design in new construction is to be encouraged. Conservation and preservation of those existing elements of the district having significant architectural or historical value should be encouraged by appropriate zoning controls. All new construction and facade renovation in the Downtown Core should be subject to review based upon land use and urban design standards designed to promote the objectives set forth herein, including compatible transitions to existing buildings. The Downtown Core is one of the two most intensive development areas in the city, and the primary retail center of the city. Commercial floor area bonuses, where authorized, should further the policies and design criteria of the Urban Design Report or any formally adopted design guidelines, and consider such factors as: (1) compati-

bility with adjacent residential areas, (2) superior design, (3) public amenities, (4) pedestrian enhancements, (5) proximity to mass transit, (6) shared parking and (7) mixed-use development.

#### **#12. MIXED-USE—Overlay**

The purpose of this floating Master Plan category is to provide for the joint development of large sites and areas (including substantially rehabilitated industrial facilities) in combination with retail, housing, limited low-density offices or other approved uses which, by nature of the type of activity, design and layout are compatible with each other and their surroundings. All development taking advantage of this overlay category shall be subject to approval of (1) area designation by the Planning Board, (2) extensive planning and outreach directed or overseen by the Land Use Bureau, (3) design review, (4) preference that the uses will not lead to a net decrease in habitable affordable housing or the city's industrial sector, (5) determination that the development creates public amenities, represents superior design, and is compatible with its neighborhood context or adjoining residential areas, (6) determination that the scale and nature of the proposed uses are compatible with available traffic capacities and public infrastructure system, (7) determination of compliance with design guidelines, (8) compliance with the goal of directing most development to Downtown, (9) proof of significant community involvement in the process by which plans were arrived at, and (10) final approval of architectural, site and requested plans by the Zoning Board. This overlay category shall be applied only to contiguous parcels and areas of not less than 15 acres. Except as approved by the Planning Board and Zoning Board—as described above—the underlying zoning for the overlay will remain in effect. Development shall be at a significantly lower density than in Downtown (Categories #9, #10 and #11).



*(Courtesy Sasaki Associates)*

#### **#13. MIXED-USE—Shorefront**

The purpose of this category is to provide for appropriate mixed-use development of the waterfront in a manner that: (1) protects existing water-dependent uses and encourages new uses which depend upon marine access; (2) encourages the preservation and enhancement of public access to waterfront areas and waterfront vistas; and (3) encourages a mix of compatible uses so designed and integrated as to achieve these objectives within the capacity of the infrastructure and complementary in scale to the general character of the area. Development plans must include significant water-dependent uses such as public access facilities, marinas, marine sales and service, and businesses requiring waterborne shipping and receiving or water access. Existing water-dependent uses and waterfront vistas shall be protected. Complimenting these uses may be retail, office, restaurant, exposition, residential and other compatible uses that enhance the opportunity for maintenance and development of existing and proposed water-dependent uses. All shore-front devel-



opment shall include meaningful public access to the waterfront except where public safety would be a risk. All development within this category shall be subject to approval of site and architectural plans and requested uses by the Zoning Board and a determination that the scale and nature of the proposed development is compatible with available traffic capacities and public infrastructure systems, and will be in compliance with the goal of directing most development to Downtown. Intensity of development shall be generally consistent with the density of Residential-Medium Density Multifamily (Category #4) computed on the basis of land above mean high tide.

#### **#14. INDUSTRIAL—Water Dependent**

This category is intended to promote and preserve water-dependent uses, meaning those uses and facilities which require direct access to, or location in marine or tidal waters and which therefore cannot be located inland, as defined in Section 22a-93 of the Connecticut General Statutes. Development plans shall be subject to issuance of a Special Exception and Coastal Site Plan Approval by the Zoning Board and the amount of any non-water-dependent uses shall be strictly limited.



#### **#15. INDUSTRIAL—General**

The purpose of this category is to provide for and protect existing industrial development and preserve opportunities for new industrial uses, including the manufacture and assembly of products, wholesale storage and distribution, research and development, and such other uses that are ancillary or subordinate to industrial activities. Office uses which are not accessory to bona fide industrial activities, in the aggregate shall not exceed 50 per-cent of the maximum permitted floor area for any parcel. Retail uses which are not accessory to bona fide industrial activities shall be restricted to uses (generally by Special Exception) such as supermarkets, furniture stores, occasional small-scale stores and services (e.g., freestanding delis), and construction-related stores (e.g., plumbing supply and lumberyards). It is recognized that in some existing industrial sectors of the city, residential and manufacturing/assembly/warehousing have long co-existed as neighborhood uses. Accordingly, the category acknowledges the validity of the continuance of residential use and encourages the adaptive reuse of older industrial structures for live/work and artists' lofts/studios.

#### **#16. OPEN SPACE—Public Parks**

The purpose of this category is to provide for and protect lands dedicated for public park, recreation and passive open space uses.

#### **#17. OPEN SPACE—Overlay**

The purpose of this category is to protect open spaces for active and passive use,

conservation of natural habitats and environments, environmental protection, and protection of scenic views. Development shall be mindful of the need to promote preservation and protection of open space, greenways, water quality, natural habitats, etc. Development uses and density shall be consistent with the underlying zoning.

